C. Traffic Data

Current data is from 1997.

(TS-3) University Parkway at Central Avenue

Current ADT 1,045* Percent trucks 0%* Will 80,000 lb. trucks be legally Permitted on this route? Yes

Design Year 2018 ADT 1,750 DHV 175 Percent Trucks 0%*

*Central Avenue construction was completed just prior to traffic counts, minimal truck traffic counted at that time.

(TS-3) University Parkway at Cicero Avenue

Current ADT 5,900 Percent trucks 3% Will 80,000 lb. trucks be legally Permitted on this route? Yes

Design Year 2018 ADT 9,900 DHV 990 Percent Trucks 3%

University Parkway at Governors Highway

Current ADT 11,100 Percent trucks 1% Will 80,000 lb. trucks be legally Permitted on this route? Yes

Design Year 2018 ADT 18,600 DHV 1,600 Percent Trucks 1%

University Parkway at Governors State University Entrance

Current ADT 12,200 Percent trucks 1% Will 80,000 lb. trucks be legally Permitted on this route? Yes

Design Year 2018 ADT 20,500 DHV 2,050 Percent Trucks 1%

University Parkway at Crawford Avenue

Current ADT 6,612 Percent trucks 4% Will 80,000 lb. trucks be legally Permitted on this route? Yes

Design Year 2018 ADT 11,000 DHV 1,110 Percent Trucks 4%

Traffic projections were also received from the Chicago Area Transportation Study (CATS) for the subject intersections. A copy of these are included in the report as exhibit 11. A growth rate of 2.5% was used for the traffic projections.

D. Structures (Identify location, within the proposed improvement, of all structures on attached location map. Attach a copy of the Structure master Report for all structures within the project limits.

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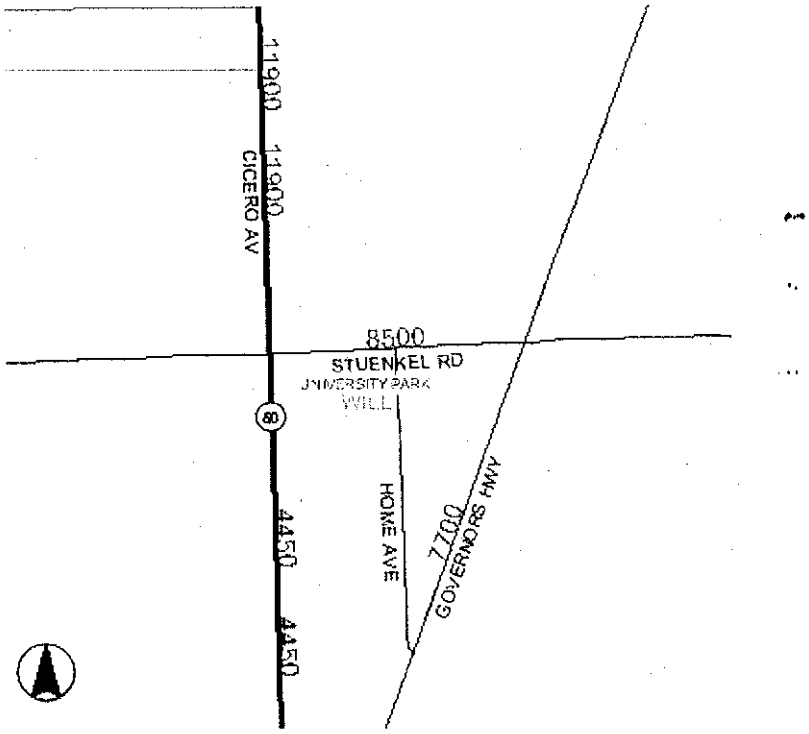


Traffic Counts

Source: Illinois Department of Transpotation
http://gis.dot.il.gov/output/ADTMainMap
ARCIMS182478839861.gif

Downloaded February 27, 2006

[redacted]

96220-05-01

CHICAGO AREA TRANSPORTATION STUDY 300 West Adams Street Chicago, Illinois 60606 (312) 793-3456 Fax (312) 793-3481

[redacted]

January 12, 1997

Mr. Joel Koenig, P.E.
Crawford, Murphy & Tilly, Inc.
600 North Commons Drive, Suite 107
Aurora, Illinois 60504

Subject: 96220-05-01 University Parkway Section 96-00014-00-PV Fed Proj: STPM-7003(350) Job No.: P-91-181-96 University Park, Il Traffic Forecasts

Dear Mr. Koenig:

In response to your request dated November 26, 1997, we have projected year 2020 Average Daily Traffic (ADT) for intersections along University Parkway. The projections are presented in the following tables.

University Parkway Intersection	Projected 2020 ADT- SSA Scenario			
	N Leg	S Leg	E Leg	W Leg
Central Avenue	7,400	10,600	13,500	16,300
Cicero Avenue	25,000	15,300	19,200	13,500
Governors Highway	25,800	16,700	17,300	19,200
Crawford Avenue	10,600	12,200	8,200	17,300

University Parkway Intersection	Projected 2020 ADT- EAI Scenario			
	N Leg	S Leg	E Leg	W Leg
Central Avenue	2,800	6,000	10,200	12,800
Cicero Avenue	17,400	9,800	16,200	10,200
Governors Highway	15,100	7,700	13,500	16,200
Crawford Avenue	5,700	8,200	6,800	13,500

The intersection of the Governors State University Entrance at University Parkway is not modeled in the CATS network.

JAN 14 19[illegible]

These estimates were calculated using CATS' 1997 calibration network, 2020 forecast volumes taken from CATS' RTP/TIP Supplemental Conformity Networks, and the ADTs that are provided in your letter.

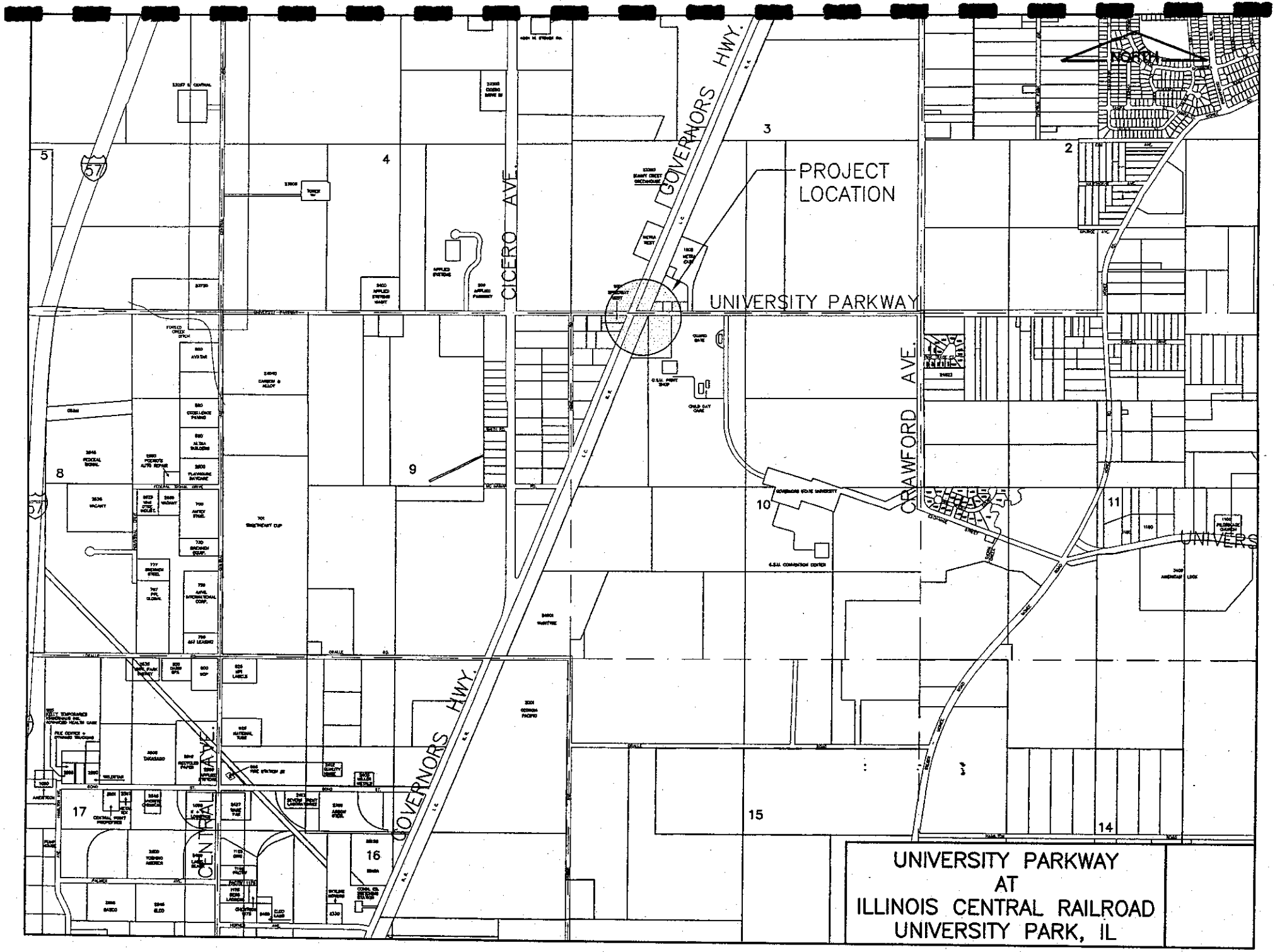
The forecast models use the 2020 socioeconomic projections from the Northeastern Illinois Planning Commission, and assume the implementation of the CATS' 2020 long range transportation plan for the Chicago area.

The South Suburban Airport (SSA - first table) and the Existing Airport Improvements (EAI - second table) scenarios were developed concurrently as part of the 2020 RTP. The SSA scenario reflects growth patterns associated with the development of the South Suburban Airport and the EAI scenario reflects development associated with improvements to existing airports.

If you have any questions, please call me at (312) 793-3478.

Sincerely,

Mark S. Thomas, P.E.,
Chief Transportation Engineer
p:/shared/ops/smalarea/1998resp/WL-2_98


PROJECT LOCATION
UNIVERSITY PARKWAY
CICERO AVE.
GOVERNORS HWY.
CRAWFORD AVE.
CENTRAL AVE.
GOVERNORS HWY.
NORTH
UNIVERSITY PARKWAY
AT
ILLINOIS CENTRAL RAILROAD
UNIVERSITY PARK, IL

SIGNALIZED INTERSECTION

CAPACITY ANALYSIS

PROJECT UNIVERSITY PARKWAY
INTERSECTION UNIVERSITY PARKWAY/GOVERNORS HIGHWAY

BASIC CONDITIONS

AREA: CBD (OTHER) (CIRCLE ONE) PHF .95

SIGNAL TYPE ACTUATED ARRIVAL TYPE 3

C = SIGNAL CYCLE = 90 SEC. (A.M.) ΣA/C 26 / 90 = 0.29 (A.M.)
= 100 SEC. (P.M.) ΣA/C 26 / 100 = 0.26 (P.M.)

	PHASE 1		PHASE 2		PHASE 5		PHASE 6	
A.M.	G/C= 0.13 G = 12 Sec.	4 Sec.	G/C= 0.33 G = 30 Sec.	12 Sec.	G/C= 0.08 G = 7 Sec.	4 Sec.	G/C= 0.17 G = 15 Sec.	8 Sec.
P.M.	G/C= 0.09 G = 9 Sec.	4 Sec. (AMBER)	G/C= 0.31 G = 31 Sec.	12 Sec. (AMBER)	G/C= 0.19 G = 19 Sec.	4 Sec. (AMBER)	G/C= 0.15 G = 15 Sec.	8 Sec. (AMBER)

APPR. A GR=+0.4% A.M. T=3 % R=21.8 % L=0 % PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0
P.M. T=2 % R=4.7 % L=0 % PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0

	MOVEMENT	L/W	DHV	ADJ. FLOW v	ADJ. SAT s	V/S	USED G/C	CAP c	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE	
A.M.	AD	1/3.6	72	76	1805	.04	.09	160	.47	41.2	D	35.5	D	24	
	AB + AC	2/7.2	336	365	3437	.11	.19	649	.56	34.3	C			35	
P.M.	AD	1/3.6	316	333	1805	.18	.20	361	.92	79.7	E	58.3	E	104	USE 104m
	AB + AC	2/7.2	365	373	3497	.11	.18	629	.59	39.2	D			63	

APPR. B GR=-0.4% A.M. T=2 % R=0 % L=0 % PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0
P.M. T=2 % R=0 % L=0 % PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0

	MOVEMENT	L/W	DHV	ADJ. FLOW v	ADJ. SAT s	V/S	USED G/C	CAP c	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE	
A.M.	BC	1/3.6	20	21	1805	.01	.09	160	.13	38.2	D	43.2	D	7	USE 50m
	BA	2/7.2	544	573	3574	.16	.19	675	.85	46.3	D			61	
	BD	1/3.6	106	84	1583	.04	.39	616	.10	17.6	B			16	
P.M.	BC	1/3.6	15	16	1787	.01	.20	357	.04	32.3	C	33.5	C	5	
	BA	2/7.2	314	331	3539	.09	.18	637	.52	37.8	D			54	
	BD	1/3.6	257	192	1553	.12	.33	512	.38	26.1	C			76	USE 78m

APPR. C GR=-0.6% A.M. T=1 % R=5.7 % L=0 % PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0
P.M. T=1 % R=3.1 % L=0 % PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 0

	MOVEMENT	L/W	DHV	ADJ. FLOW v	ADJ. SAT s	V/S	USED G/C	CAP c	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE	
A.M.	CA	1/3.6	29	31	1823	.02	.14	263	.12	33.7	C	22.9	C	9	
	CD + CB	1/3.6	209	209	1697	.11	.36	674	.31	21.3	C			49	
P.M.	CA	1/3.6	59	62	1720	.04	.10	172	.36	43.3	D	133.7	F	23	USE 50m
	CD + CB	1/3.6	642	666	1695	.35	.34	644	1.03	142.2	F			175	

APPR. D GR=-0.4% A.M. T=2 % R=17.7 % L=0 % PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 50
P.M. T=2 % R=28.1 % L=0 % PKG 0 (MNV/HR) BUS 0 (STOP/HR) PEDS/HR 50

	MOVEMENT	L/W	DHV	ADJ. FLOW v	ADJ. SAT s	V/S	USED G/C	CAP c	V/C	DELAY d	LOS	APPR. DELAY	APPR. LOS	MAX QUEUE	
A.M.	DB	1/3.3	163	172	1805	.10	.14	261	.66	42.6	D	46.5	D	52	
	DC + DA	1/3.3	570	590	1834	.32	.36	652	.90	47.6	D			142	
P.M.	DB	1/3.3	140	147	1736	.08	.10	174	.84	81.8	F	50.5	D	53	USE 53m
	DC + DA	1/3.3	491	507	1783	.28	.34	606	.84	41.4	D			134	

INTERSECTION DELAY 40.4 (A.M.), 72.2 (P.M.)
INTERSECTION LOS D (A.M.), E (P.M.)

ELEMENTS CONTROLLING DESIGN

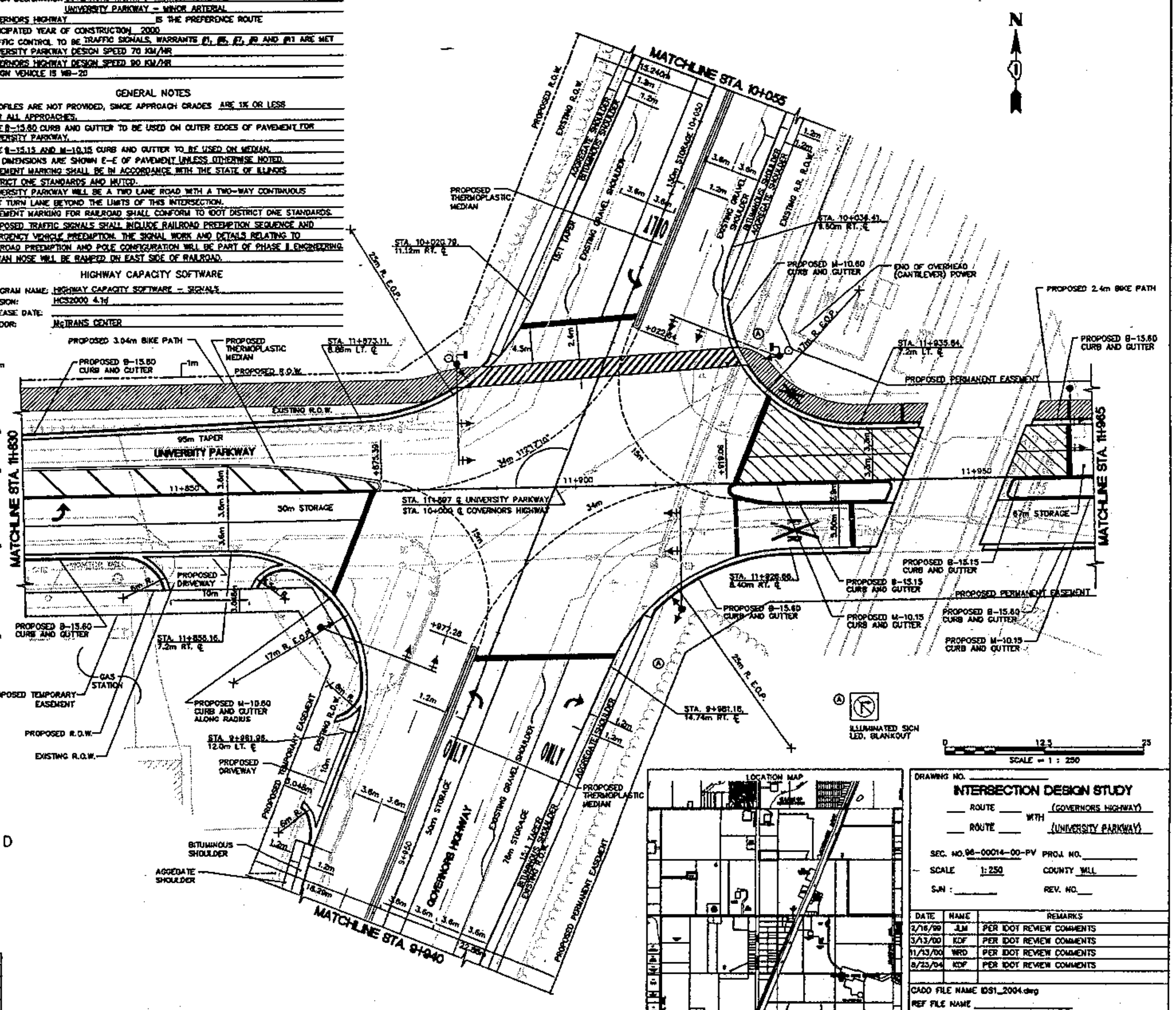
1. DESIGN DESIGNATION GOVERNORS HIGHWAY - MAJOR ARTERIAL
   UNIVERSITY PARKWAY - MINOR ARTERIAL
2. GOVERNORS HIGHWAY IS THE PREFERENCE ROUTE
3. ANTICIPATED YEAR OF CONSTRUCTION 2000
4. TRAFFIC CONTROL TO BE TRAFFIC SIGNALS, WARRANTS #1, #5, #7, #9 AND #11 ARE MET
5. UNIVERSITY PARKWAY DESIGN SPEED 70 KM/HR
   GOVERNORS HIGHWAY DESIGN SPEED 90 KM/HR
6. DESIGN VEHICLE IS WB-20

GENERAL NOTES

1. PROFILES ARE NOT PROVIDED, SINCE APPROACH GRADES ARE 1% OR LESS FOR ALL APPROACHES.
2. TYPE B-15.60 CURB AND GUTTER TO BE USED ON OUTER EDGES OF PAVEMENT FOR UNIVERSITY PARKWAY.
3. TYPE B-15.15 AND M-10.15 CURB AND GUTTER TO BE USED ON MEDIAN.
4. ALL DIMENSIONS ARE SHOWN E-E OF PAVEMENT UNLESS OTHERWISE NOTED.
5. PAVEMENT MARKING SHALL BE IN ACCORDANCE WITH THE STATE OF ILLINOIS DISTRICT ONE STANDARDS AND MUTCD.
6. UNIVERSITY PARKWAY WILL BE A TWO LANE ROAD WITH A TWO-WAY CONTINUOUS LEFT TURN LANE BEYOND THE LIMITS OF THIS INTERSECTION.
7. PAVEMENT MARKING FOR RAILROAD SHALL CONFORM TO IDOT DISTRICT ONE STANDARDS.
8. PROPOSED TRAFFIC SIGNALS SHALL INCLUDE RAILROAD PREEMPTION SEQUENCE AND EMERGENCY VEHICLE PREEMPTION. THE SIGNAL WORK AND DETAILS RELATING TO RAILROAD PREEMPTION AND POLE CONFIGURATION WILL BE PART OF PHASE II ENGINEERING.
9. MEDIAN NOSE WILL BE RAMPED ON EAST SIDE OF RAILROAD.

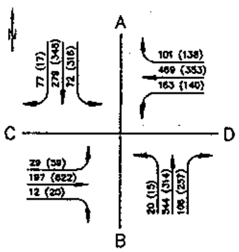
HIGHWAY CAPACITY SOFTWARE

1. PROGRAM NAME: HIGHWAY CAPACITY SOFTWARE - SIGNALS
2. VERSION: HCS2000 4.1d
3. RELEASE DATE:
4. VENDOR: McTRANS CENTER



TRAFFIC DATA

MOVEMENT	YEAR 1997 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30th MAX HOUR	ESTIMATED PERCENT INCREASE BY 2018	YEAR 2018 30th MAXIMUM HOUR TRAFFIC	
	A.M.	P.M.			A.M.	P.M.
AB	166	207	3	68	279	348
AD	43	188	0	68	72	316
AC	46	10	0	68	77	17
BA	324	187	2	68	544	314
BC	0	9	1	68	20	15
BD	63	153	4	68	106	257
CD	117	370	1	68	197	622
CA	17	35	6	68	29	59
CB	7	0	1	68	12	20
DC	279	210	1	68	469	353
DB	97	83	4	68	163	140
DA	60	82	1	68	101	138
TOTAL A	656	709	-	-	1102	1192
TOTAL B	657	839	-	-	1124	1094
TOTAL C	486	634	-	-	804	1086
TOTAL D	659	1086	-	-	1108	1526



2018 A.M. (P.M.) D.H.V.S.

APPROACH	8TH MAX. HOUR TRAFFIC
A	223
B	213
C	223
D	240

DRAWING NO. ______

INTERSECTION DESIGN STUDY

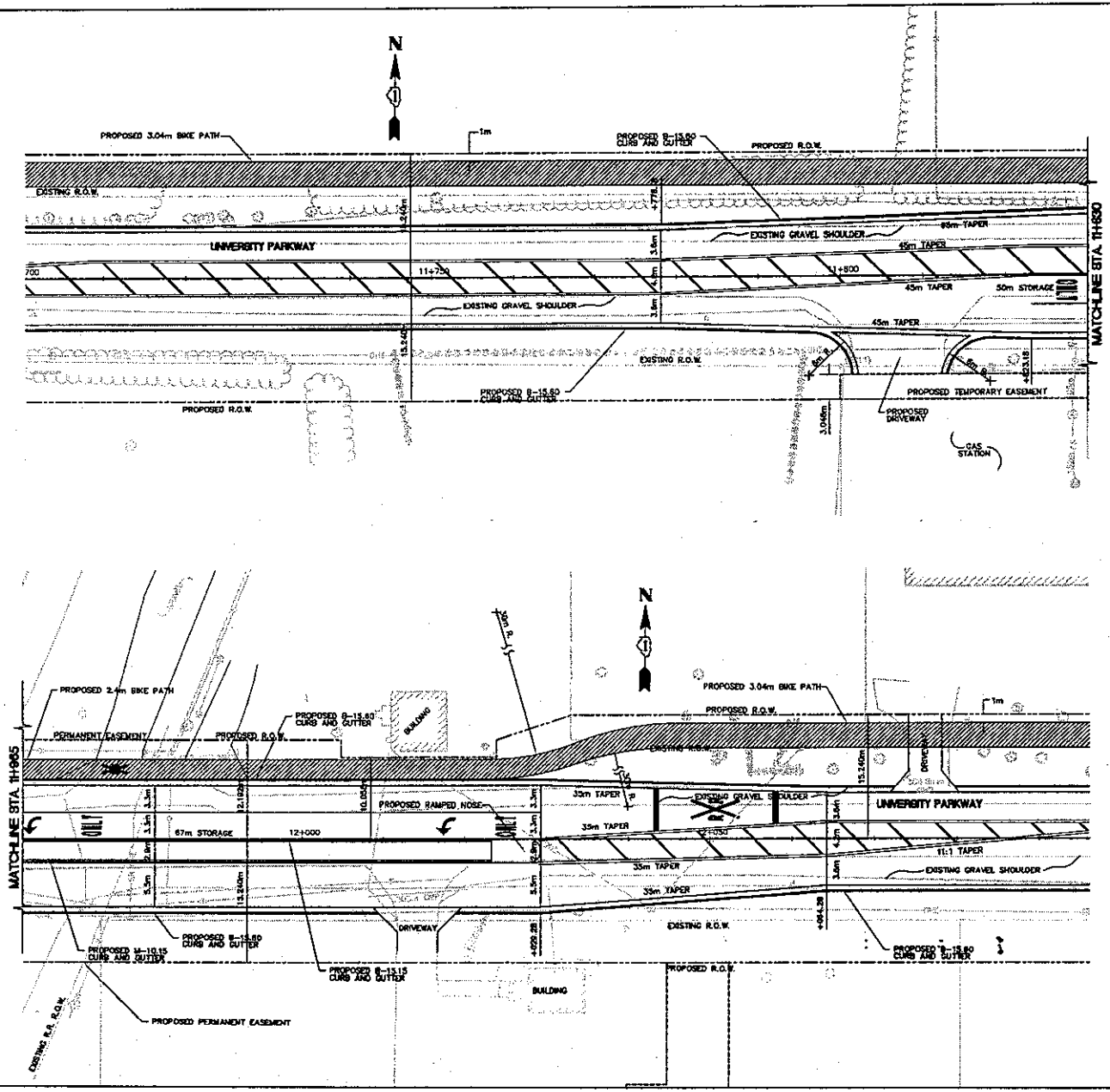
___ ROUTE ___ WITH (GOVERNORS HIGHWAY)
___ ROUTE ___ (UNIVERSITY PARKWAY)

SEC. NO. 96-00014-00-PV PROJ. NO. ______
SCALE 1:250 COUNTY WILL
SJN : ______ REV. NO. ___

DATE	NAME	REMARKS
2/16/99	JLM	PER IDOT REVIEW COMMENTS
3/13/00	KDF	PER IDOT REVIEW COMMENTS
11/13/00	WRD	PER IDOT REVIEW COMMENTS
8/23/04	KDF	PER IDOT REVIEW COMMENTS

CADD FILE NAME IDS1_2004.dwg
REF FILE NAME ______

I.D.S. SHEET 1 OF 4

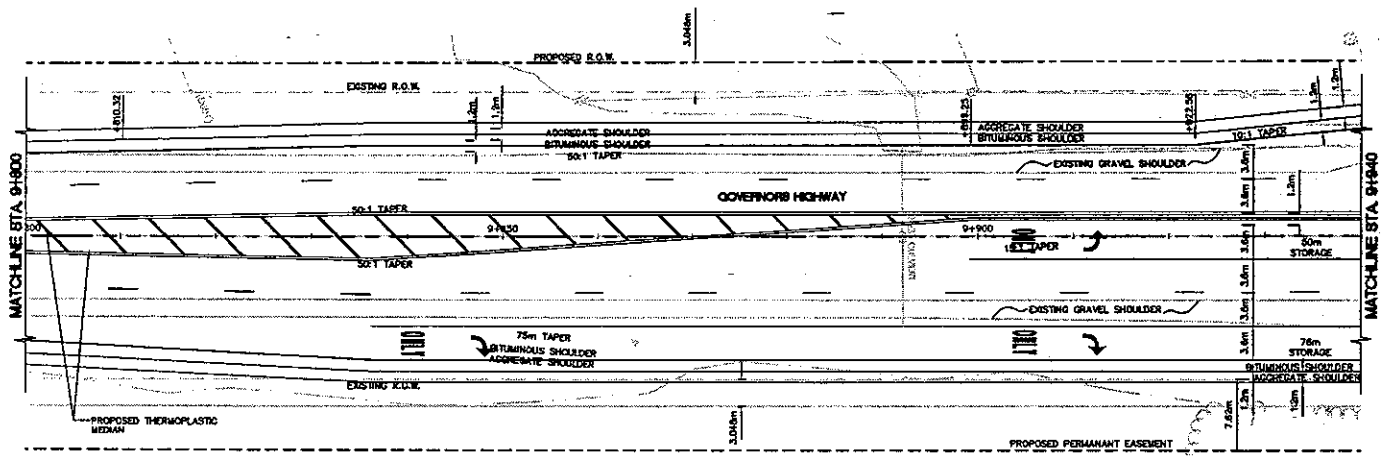


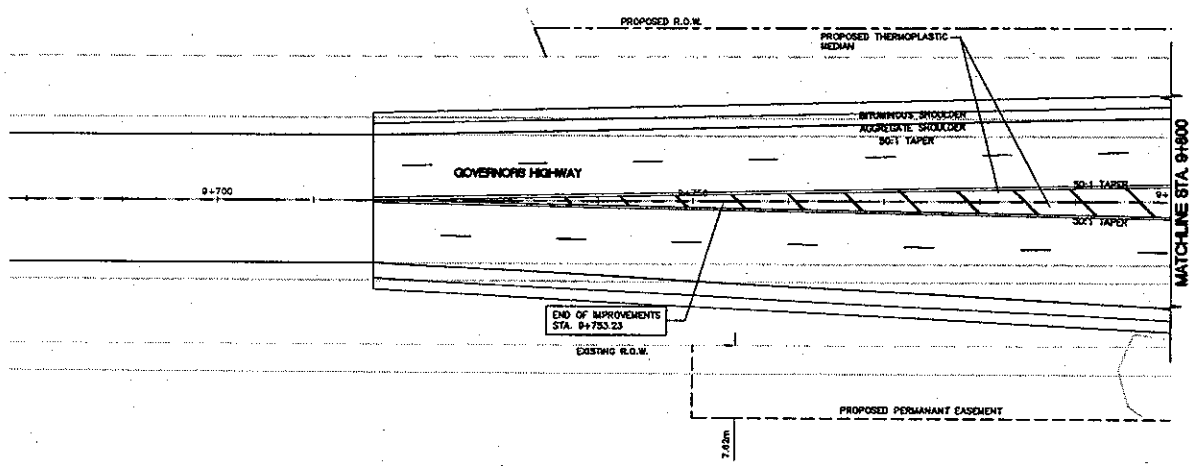
INTERSECTION DESIGN STUDY

___ ROUTE ___ (GOVERNORS HIGHWAY)
WITH
___ ROUTE ___ (UNIVERSITY PARKWAY)

CADD FILE NAME : (659_2)

I.D.S. SHEET 2 OF 4



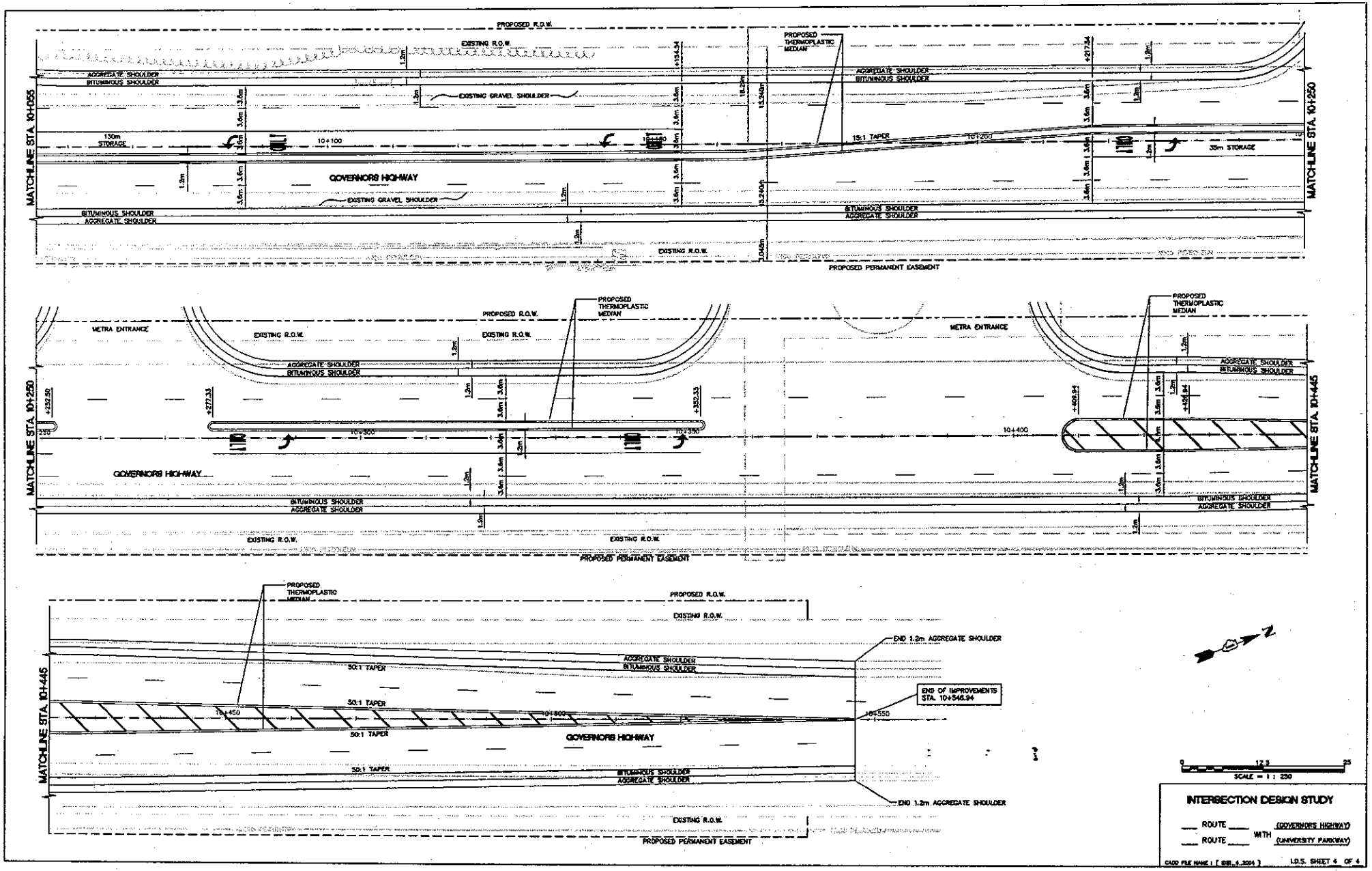


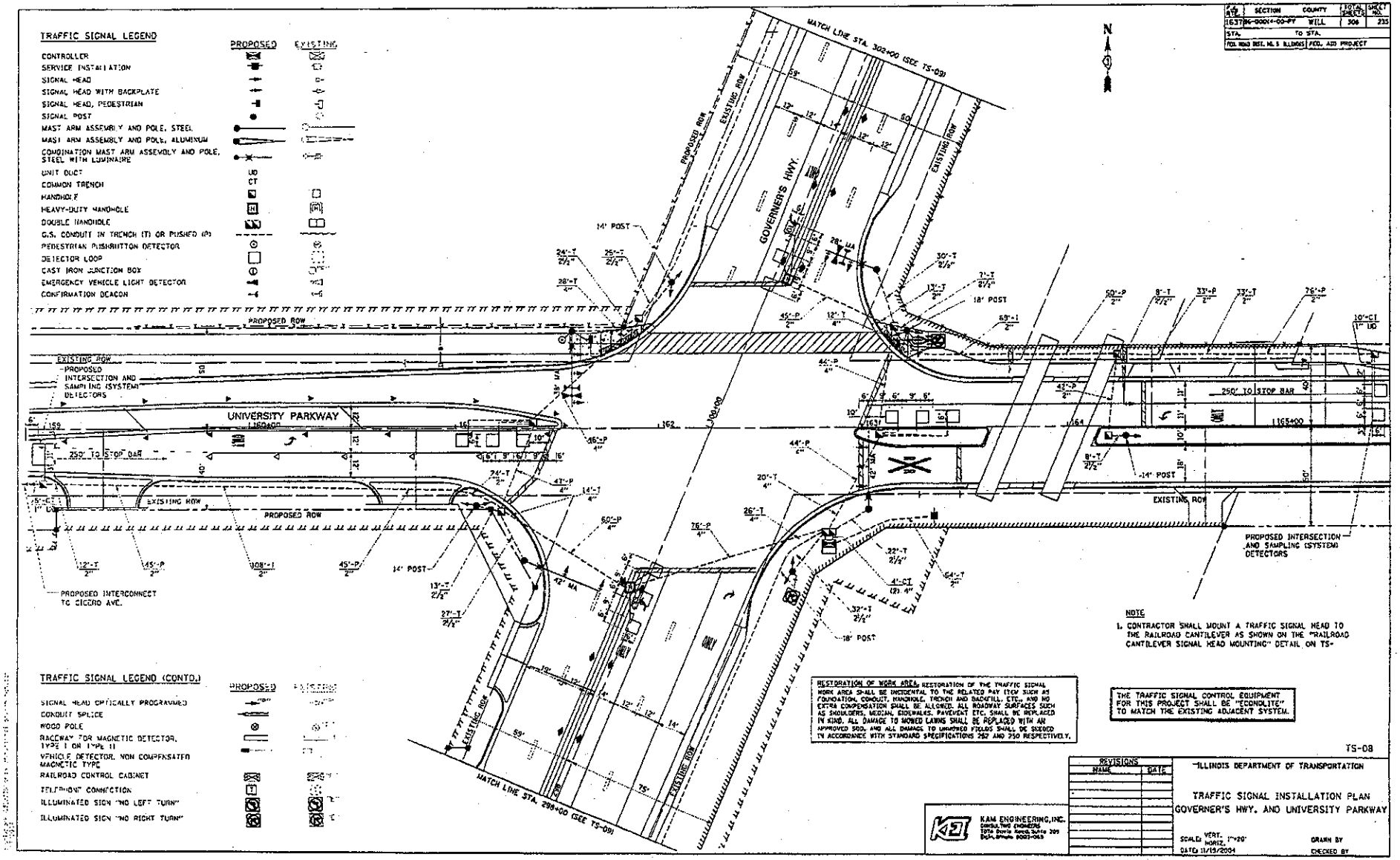
0 12.5 25
SCALE = 1 : 250

INTERSECTION DESIGN STUDY

___ ROUTE ___ (GOVERNORS HIGHWAY)
___ ROUTE ___ WITH (UNIVERSITY PARKWAY)

CADD FILE NAME : [IDS_3_2004] I.D.S. SHEET 3 OF 4


PROPOSED R.O.W.
EXISTING R.O.W.
PROPOSED THERMOPLASTIC MEDIAN
AGGREGATE SHOULDER
BITUMINOUS SHOULDER
EXISTING GRAVEL SHOULDER
MATCHLINE STA. 10+055
MATCHLINE STA. 10+250
130m STORAGE
10+100
15:1 TAPER
10+200
35m STORAGE
GOVERNORS HIGHWAY
EXISTING R.O.W.
PROPOSED PERMANENT EASEMENT
METRA ENTRANCE
+252.50
+277.33
+352.33
+406.84
10+300
10+350
10+400
MATCHLINE STA. 10+445
50:1 TAPER
10+450
10+500
10+550
END 1.2m AGGREGATE SHOULDER
END OF IMPROVEMENTS STA. 10+546.94
SCALE = 1 : 250
INTERSECTION DESIGN STUDY
ROUTE (GOVERNORS HIGHWAY)
WITH
ROUTE (UNIVERSITY PARKWAY)
L.D.S. SHEET 4 OF 4



THIS DRAWING IS SHOWN FOR EXHIBIT PURPOSES ONLY
DOCUMENT IS SUBJECT TO REVIEW BY IDOT AND FURTHER REVISION

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1637	98-00014-00-PV	WILL	308	238
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT		

RAILROAD PREEMPTION SEQUENCE OF OPERATION

									PREEMPTOR NUMBER 3		PREEMPTOR NUMBER 4		PREEMPTOR NUMBER 2				
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER		1		3		5		7									
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER									2		3						
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1A	1B	1C	1D	1E	1F			1S	1T	1U	1V	2	3	4	5	CLEAR TO NORMAL SEQUENCE
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1B	2	1D	2	1F	2	1H	2	1T	2	1V	2	3	4	5		
GOVERNOR'S HIGHWAY END MAST ARM & FAR LEFT SIGNALS	E/B	→Y	R	Y	R	R	R	R	R	Y	R	R	R	R	R	R	→G	△
GOVERNOR'S HIGHWAY NEAR RIGHT & FAR RIGHT MAST ARM	E/B	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	△
GOVERNOR'S HIGHWAY END MAST ARM & FAR LEFT SIGNALS	W/B	→Y	R	Y	R	R	R	R	R	Y	R	R	R	R	R	R	→G	△
GOVERNOR'S HIGHWAY NEAR RIGHT & FAR RIGHT SIGNAL	W/B	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	△
CICERO AVE. END MAST ARM & FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	△
CICERO AVE. NEAR RIGHT & FAR RIGHT SIGNAL	N/B	R	R	R	R	R	R	R	R	A	R	Y	R	R	R	R	R	△
CICERO AVE. END MAST ARM & FAR LEFT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	G	G	G	Y	R	R	△
CICERO AVE. NEAR RIGHT & FAR RIGHT SIGNAL	S/B	R	R	R	R	R	R	R	R	R	R	G	G	→G	Y	R	R	△
GOVERNOR'S HIGHWAY NO RIGHT TURN		NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	△
GOVERNOR'S HIGHWAY NO LEFT TURN		NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	△

NRT = "NO RIGHT TURN" OR

NLT = "NO LEFT TURN" OR

△ = RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY AN EMERGENCY VEHICLE INTERVAL (IF APPLICABLE) AFTER RAILROAD PREEMPTION INTERVAL 5 IS TERMINATED.

SEQUENCE OF OPERATION

MOVEMENT		1	2	3	4	5	6	7	8	↑ ↓ ← →
PHASE		1+5		2+6				3+7		4+8				
INTERVAL		1	2A	2B	3	4A	4B	5	6A	6B	7	8A	8B	↑ S ↓
CHANGE TO			2→6		3→7				4→8			1→5		
GOVERNOR'S HIGHWAY END MAST ARM & FAR LEFT SIGNALS	E/B	→G	→Y	R	R	R	R	R	R	R	R	R	R	R
GOVERNOR'S HIGHWAY NEAR RIGHT & FAR RIGHT MAST ARM	E/B	R	R	R	G	Y	R	R	R	R	R	R	R	R
GOVERNOR'S HIGHWAY END MAST ARM & FAR LEFT SIGNALS	W/B	→G	→Y	R	R	R	R	R	R	R	R	R	R	R
GOVERNOR'S HIGHWAY NEAR RIGHT & FAR RIGHT SIGNAL	W/B	R	R	R	G	Y	G	R	R	R	R	R	R	R
CICERO AVE. END MAST ARM & FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	→G	R	R	R	R	R	R
CICERO AVE. NEAR RIGHT & FAR RIGHT SIGNAL	N/B	R	R	R	R	R	R	R	R	R	G	Y	R	R
CICERO AVE. END MAST ARM & FAR LEFT SIGNALS	S/B	R	R	R	R	R	R	→G	R	R	R	R	R	R
CICERO AVE. NEAR RIGHT & FAR RIGHT SIGNAL	S/B	R	R	R	R	R	R	R	R	R	G	Y	R	R
PEDESTRIAN SIGNAL CROSSING CICERO AVE.		H		H	P	FH	H	H	*P	*P	*P	H	H	DARK

* TO APPEAR ONLY UPON PUSHBUTTON ACTUATION

** FLASHING "✋" IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.

⊖ THIS "🚶" OR FLASHING "✋" INTERVAL MAY FINISH TIMING IN THE BI-DIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE THE "🚶" OR FLASHING "✋" INTERVALS. "🚶" AND FLASHING "✋" TIMINGS TO BE SET ONLY ON PHASES WHERE "🚶" AND FLASHING "✋" ARE INDICATED IN THE SEQUENCE OF OPERATION.

PHASES 2 + 6 SHALL BE PLACED ON RECALL

P = ILLUMINATED PERSON = WALK

FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK

H = ILLUMINATED SOLID HAND = DON'T WALK

FL Y = FLASHING YELLOW

TS-11

REVISIONS NAME	DATE

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ILLINOIS DEPARTMENT OF TRANSPORTATION

RAILROAD PREEMPTION SEQUENCE OF OPERATION AND SEQUENCE OF OPERATION AT GOVERNOR'S HWY AND UNIVERSITY PARKWAY

SCALE: VERT. NONE HORIZ.
DATE: 11/19/2004
DRAWN BY
CHECKED BY

PRELIMINARY (75%)

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